

1959

**SIX DOLLARS  
PER QUARTER**

## Mails.

Agents.  
Hongkong, 16th February, 1891. 14



It is the best Disinfectant in use."  
W. G. HUMPHREYS & Co.

## Auctions.

## PUBLIC AUCTION.

THE Undersigned has received instructions to Sell by Public Auction, on WEDNESDAY, the 25th February, 1891, at 2.30 p.m., at his Sale Rooms, Duddell Street, (For Account of whom it may Concern), A QUANTITY OF SINGER'S AMERICAN SEWING MACHINES, viz—  
70 Foot Machines with Table Ordinary Size.  
35 do. do. do. Larger Size.  
4 do. do. do. Extra Large Size.  
11 HAND MACHINES.  
2 CABINET MACHINES.  
EXTRA STANDS, COVERS, TABLES, TREADLES, NEEDLES, and other Accessories.  
TERMS OF SALE.—Cash on delivery.  
G. R. LAMBERT, Auctioneer.  
Hongkong, 13th February, 1891. [183]

## To be Let.

TO LET.  
NO. 27, ELGIN STREET, behind the Old Union Church.  
Apply to  
ACHEE & Co.  
Hongkong, 9th January, 1891. [140]

## TO BE LET.

A FIVE ROOMED HOUSE, No. 3, "Wild Dell Buildings," Wanchai Road (opposite Bakery).  
No. 1 (corner house facing East) and No. 6 (corner house facing West).  
RICHMOND TERRACE.—The former with Conservatory, and Tennis Lawn. Each House contains six good rooms and is pleasantly situated.  
HENRY HUMPHREYS.

TO BE LET OR SOLD,  
On favourable terms, with immediate Possession.

EIGHT HOUSES at "Mountain View," Peak District, near Plunkett's Gap.  
If sold, part of the Purchase money can remain on Mortgage.  
Apply to  
JOHN A. JUPP.  
38 & 40, Queen's Road Central,  
Hongkong, 30th December, 1890. [136]

## TO LET.

THE UPPER ROOMS of the HOUSE No. 22, Wyndham Street, from 1st of March next, at \$35 per month, taxes included.  
Apply to  
V. GUTIERREZ,  
at No. 24 of the same street.  
Hongkong, 14th February, 1891. [1287]

## TO LET.

GODOWNS—BLUE BUILDINGS.  
Apply to  
THE HONGKONG LAND INVESTMENT & AGENCY CO., Ltd.  
Hongkong, 24th December, 1890. [155]

## TO LET.

With Immediate Possession.  
No. 17, PRAVA CENTRAL.

OFFICES—above Messrs. Douglas, Laprak & Co.'s Premises.  
Apply to  
THE HONGKONG LAND INVESTMENT & AGENCY CO., Ltd.  
Hongkong, 16th December, 1890. [149]

## TO LET.

NO. 4, WEST TERRACE.  
Entry, 1st March.  
Apply to  
G. C. ANDERSON,  
13, Praya Central.  
Hongkong, 4th February, 1891. [143]

## TO BE LET.

NO. 10, SEYMOUR TERRACE.  
Apply to  
HERCULES J. SCOTT.  
Hongkong, 3rd February, 1891. [1227]

## TO LET.

With Immediate Possession.

THE MARINE HOTEL.  
SITUATE on the Praya, opposite to the old P. & O. Wharf, comprising—23 Bed-rooms; Dining-room, Billiard-room, Bar, &c.  
Apply to  
THE HONGKONG LAND INVESTMENT & AGENCY CO., Ltd.  
Hongkong, 16th December, 1890. [150]

## TO LET.

NOS. 9 & 11, SEYMOUR TERRACE.  
ROOMS in College Chambers  
4, OLD BAILEY STREET.  
OFFICES and CHAMBERS in Connaught House, Queen's Road Central.  
OFFICES in Victoria Buildings.  
No. 3, COUGH HILL, The Peak, Furnished.  
Apply to  
DAVID SASSOON, SONS & Co.  
Hongkong, 2nd February, 1891. [113]

## KOWLOON.

TO LET.  
Possession from 1st February.  
THE KOWLOON LAND BUILDING Co.'s ESTATE.

HEALTHY situated & ROOMED HOUSES with Bath-rooms complete, splendid view. Moderate Rent. Gas laid on.  
Apply to  
THE HONGKONG LAND INVESTMENT & AGENCY CO., Ltd.  
Hongkong, 3rd January, 1891. [186]

## TO LET.

BLUE BUILDINGS.—Ground Floor of No. 2. First Floor of No. 3. Second Floor of No. 3 (Possession 1st March).  
MAGAZINE GAP.—Two Semi-detached Houses. Rent \$44 each.  
Apply to  
THE HONGKONG LAND INVESTMENT & AGENCY CO., Ltd.  
Hongkong, 31st January, 1891. [145]

## Intimations.

## GOVERNMENT NOTIFICATION.

IT is hereby notified for general information that on and after SATURDAY, the 21st instant, until further notice, the WATER SUPPLY throughout the City with the exception of Praya Central, Praya West, and Queen's Road East as far as Spring Gardens, will be cut off between the hours of 11 a.m. and 4 p.m. each day.  
By Command,  
F. FLEMING,  
Colonial Secretary.

Colonial Secretary's Office,  
Hongkong, 18th February, 1891. [307]

## RACES! RACES!! RACES!!!

J. S. LUCAS, No. 12, Welcome Stand, begs to extend a free invitation to all his Patrons and Friends.

REFRESHMENTS PROVIDED.  
Hongkong, 10th February, 1891. [260]

## THE HONGKONG ATHLETIC CLUB.

THE FIRST MEETING of the HONGKONG ATHLETIC CLUB will take place on the Race-course (by kind permission of the Stewards of the Jockey Club), on SATURDAY, the 23rd February, commencing at 10 O'CLOCK p.m. precisely, when the following Events will be contested:  
1.—120 Yards Flat Race. (Handicap).  
2.—Putting the Shot.  
3.—Long Jump.  
4.—220 Yards Flat Race. (Handicap).  
5.—Bicycle Race—Half-Mile. (Handicap).  
6.—Half-Mile Flat Race. (Open to Soldiers and Police).  
7.—Mile Race—120 Yards—10 Flights.  
8.—Half-Mile Flat Race. (Handicap). Ladies' Purse.  
9.—High Jump.  
10.—Bicycle Race—One Mile. (Handicap).  
11.—100 Yards Challenge Cup.  
12.—Highland Fling. (Open to Soldiers and Police).  
13.—Throwing the Cricket Ball.  
14.—Mile Challenge Cup.  
15.—Veterans' Race. (Competitors must be over 35 years of age and of not less than 10 years Residence in the East).  
16.—Tug-of-War. (Open to all Teams).  
17.—Quarter-Mile Challenge Cup.  
18.—Steeple-chase—Half-Mile.  
19.—Consolation Race—120 Yards.  
Competitors in Events Nos. 2, 6, 12, 15, and 16 not being Members of the Club to pay an Entrance Fee of \$1 for each Event.  
The above Events, with the exception of Nos. 2, 6, 12, 15, and 16, are open only to those Gentlemen Amateurs who are Members of the Hongkong Athletic Club.  
Entry Forms can be obtained from Messrs. Lane, Crawford & Co., Messrs. Kelly & Walsh, Ltd., and the Undersigned.  
ENTRIES CLOSE on the 20th instant.  
W. H. YOUNG,  
Hon. Sec., H.K.A.C.  
Hongkong, 7th February, 1891. [150]

JOHN AMBROSE CLARKE,  
Teacher of Officers and Engineers,  
No. 75, WYNDHAM STREET,  
Opposite Central Police Station.

CANDIDATES prepared for the MARINE BOARD EXAMINATIONS.  
Author of the "NEW NAVIGATION,"  
And an "ARITHMETIC" for Engineers, &c.  
Hongkong, 7th February, 1891. [1246]

## THE CHINA FIRE INSURANCE COMPANY, LIMITED.

THE TWENTY-SECOND ORDINARY MEETING of SHAREHOLDERS in the Company will be held at the Company's Office, No. 2, Queen's Road Central, Victoria, on FRIDAY, the 27th February next, at Half-past Two o'clock in the Afternoon, for the purpose of receiving a Statement of Accounts and the Report of the Directors for the year ending 31st December, 1890.  
The TRANSFER BOOKS of the Company will be CLOSED from the 14th to the 27th inst., both days inclusive.  
By Order,  
JAS. B. COUGHTRIE,  
Secretary.  
Hongkong, 3rd February, 1891. [1229]

## GREEN ISLAND CEMENT COMPANY, LIMITED.

NOTICE is hereby given that the ORDINARY ANNUAL MEETING of SHAREHOLDERS will take place at the Office of the Undersigned on FRIDAY, the 27th day of February, 1891, at 4 o'clock, to receive the Report and Statement of the Accounts of the Company to the 31st of December, 1890.  
The TRANSFER BOOKS of the Company will be CLOSED from the 14th to the 27th day of February, both days inclusive.  
ARNHOLD, KARBURG & Co.,  
General Managers.  
Hongkong, 13th February, 1891. [1280]

## THE LAMAG PLANTING COMPANY, LIMITED.

NOTICE is hereby given that an EXTRA-ORDINARY GENERAL MEETING of the Lamag Planting Company, Limited, will be held at the Offices of Messrs. Gibb, Livingston & Co., No. 6, Ice House Lane, on FRIDAY, the 27th day of February, at 12.30 o'clock in the afternoon, for the purpose of passing the following Resolution, that is to say:—  
"That the Company be wound up voluntarily under the provisions of the Companies Ordinance 1865-1890, and that C. S. Sharp and L. Hallward, both of Hongkong, be, and they are hereby appointed, Liquidators for the purpose of such winding up."  
Dated 18th February, 1891.  
GIBB, LIVINGSTON & Co.,  
General Managers.  
[1293]

## THE SONGKI KOYAH PLANTING COMPANY, LIMITED.

NOTICE is hereby given that in pursuance of a Resolution duly made in writing under Article 8 of the Company's Articles of Association upon the undesignated General Managers, the undersigned do hereby convene an Extraordinary General Meeting of SHAREHOLDERS at the Office of the Company, No. 6, Ice House Lane, for FRIDAY, the 27th February, 1891, at 0.15 p.m., when the following Resolutions will be submitted, viz:—  
"That the Company be wound up voluntarily under the provisions of the Companies Ordinance 1865-1890, and that C. S. Sharp and L. Hallward, both of Hongkong, be, and they are hereby appointed, Liquidators for the purpose of such winding up."  
GIBB, LIVINGSTON & Co.,  
General Managers.  
Hongkong, 18th February, 1891. [1294]

## Intimations.

## HONGKONG RACES.

G. FALCONER & Co. have received per English mail a handsome assortment of London-made SILVER RACE CUPS.  
Hongkong, 17th February, 1891. [1302]

## HONGKONG RIFLE ASSOCIATION.

THE Competition advertised to be held on Saturday next, the 21st instant, is POSTPONED until further notice.  
C. VIVIAN LADDS,  
Hon. Secretary.  
Hongkong, 17th February, 1891. [161]

## HONGKONG AND SHANGHAI BANKING CORPORATION.

NOTICE is hereby given that the ORDINARY YEARLY MEETING of the SHAREHOLDERS in this Corporation will be held at the City Hall, Hongkong, on SATURDAY, the 23rd day of February next, at 12 o'clock, noon, for the purpose of receiving the Report of the Court of Directors together with a Statement of Accounts to 31st December, 1890.  
By Order of the Court of Directors,  
F. DE BOVIS,  
Acting Chief Manager.  
Hongkong, 5th February, 1891. [1218]

## HONGKONG AND SHANGHAI BANKING CORPORATION.

NOTICE is hereby given that the REGISTERS of SHARES of the Corporation will be CLOSED from Saturday, the 14th to Saturday, the 23rd day of February next (both days inclusive) during which period no Transfer of Shares can be registered.  
By Order of the Court of Directors,  
F. DE BOVIS,  
Acting Chief Manager.  
Hongkong, 5th February, 1891. [1219]

## HONGKONG AND WHAMPOA DOCK COMPANY, LIMITED.

NOTICE TO SHAREHOLDERS.  
THE ORDINARY YEARLY MEETING of SHAREHOLDERS will be held in the Offices of the Company No. 14, Praya Central, on MONDAY, the 23rd February, at Noon, for the purpose of receiving the Report of the Directors and Statement of Accounts to 31st December, 1890.  
The TRANSFER BOOKS of the Company will be CLOSED from the 9th to the 23rd inst., both days inclusive.  
By Order of the Board of Directors,  
D. GILLIES,  
Secretary.  
Hongkong, 2nd February, 1891. [1224]

## THE HONGKONG ELECTRIC COMPANY, LIMITED.

NOTICE is hereby given to Holders of Shares in the above Company, on which the SECOND CALL of (2) Two Dollars per Share due 1st November, 1890, is still unpaid, that unless the said call with interest at the rate of 12 per cent. per annum from the due date, be paid on or before the 25th day of February, 1891, at the Company's Office, 6 Ice House Lane, the Shares in respect of which such call remains unpaid on the aforesaid date will be liable to be FORFEITED, and under the provisions of Article X sub-section VIII of the Articles of Association, the Board will pass the necessary resolutions for the forfeiture of the said Shares.  
By Order of the Board of Directors,  
CHAS. F. HARTON,  
Acting Secretary.  
Hongkong, 7th February, 1891. [1248]

## HONGKONG FIRE INSURANCE COMPANY, LIMITED.

NOTICE TO SHAREHOLDERS.  
THE Twenty-Second Ordinary Annual MEETING of SHAREHOLDERS in the above Company will be held at the Office of the Company, Pedder's Street, on SATURDAY, the 7th March, at noon, to receive a Statement of Accounts to the 31st December, 1890, the Report of the General Managers, and to elect a Consulting Committee and Auditors.  
The TRANSFER BOOKS of the Company will be CLOSED from the 1st February to the 7th inst., both days inclusive.  
JARDINE, MATHESON & Co.,  
General Managers.  
Hongkong Fire Insurance Co., Ltd.  
Hongkong, 13th February, 1891. [1279]

## THE HONGKONG &amp; KOWLOON WHARF AND GODOWN COMPANY, LIMITED.

NOTICE TO SHAREHOLDERS.  
THE undersigned is prepared to purchase FRACTIONAL CERTIFICATES at current market rates. Persons holding same are requested to apply at the Company's Office No. 4, Praya Central.  
EDWARD OSBORNE,  
Secretary.  
Hongkong, 2nd December, 1890. [1246]

## THE SHANGHAI CHROMO AND PHOTO LITHOGRAPHIC COMPANY, (LIMITED).

Chromo Lithographers, Photo Lithographers, Lithographers, Colourprinters, Colour Manufacturers, etc.  
CAPITAL PAID UP ..... 50,000 TAIELS.  
BOARD OF DIRECTORS:  
H. VINAY, Esq., Chairman.  
JOHN M. L. LEE, Esq.  
N. E. CORNISH, Esq.  
YUN ZIN CHAI, Esq.  
LUK KING NAM, Esq.  
TSO TSEE CHIM, Esq.  
GENERAL MANAGER:  
R. A. DE VILLARD, Esq.  
BANKERS:  
THE DEUTSCH ASIATISCHE BANK.

THE Company assisted by foreign (English) Chromo Artists and under foreign management undertake artistic works of any kind, as reproduction of Paintings and Lithographic Art works, colour printing of any kind (almanacs, show cards, placards, plans, maps, charts, labels of every kind, Chop, etc.) in foreign and Chinese type. Embossing and printing of Memoranda, etc., etc.

WALTER W. BREWER,  
Sole Agent,  
for Hongkong and the Southern ports.  
Hongkong, 19th November, 1890. [124]

## W. S. MARTEN,

ARTISTIC DECORATOR,  
4, DUDDELL STREET,  
HONGKONG.  
Hongkong, 6th April, 1890. [129]

## Intimations.

## NOTICE.

MR. KENNEDY begs to inform the Community of Hongkong that his Omnibuses have commenced to RUN DAILY, leaving the CLOCK TOWER for the RACE-COURSE, at 5.55 a.m.

He has 10 in all, but at present only 3 are ready—when all are ready he intends running them regularly between East and West Points, also to Quarry Bay.  
The Omnibuses were built in England by one of the best builders, and are fitted with every comfort.  
Hongkong, 5th February, 1891. [1234]

J. & R. HARVEY & Co.,  
DUNDASHILL DISTILLERY, GLASGOW.  
Established 1790.

SCOTCH WHISKIES.  
Finest Pure Malt Scotch Whisky.  
O.H.M. Old Highland Malt Whisky.  
F.O.S. Fine Old Scotch Whisky.  
V.O.S. Very Old Scotch Whisky.

MESSRS. HARVEY & Co.'s Pure Malt Whiskies have for over fifty years commanded the largest sale in the English Market OF ANY WHISKY made in Scotland, and being thoroughly matured in Sherry Wood are very mild, and mellow, and are confidently recommended where a Pure, Wholesome Spirit is desired.  
Over one million Gallons produced annually.  
For Prices and Samples, apply to  
G. RENNIE STEWART,  
12, D'AGUIAR STREET, HONGKONG.  
Sole Agent for China and Japan.  
Hongkong, 28th August, 1890. [143]

## HONGKONG TIMBER YARD, WANCHAI.

OREGON PINE SPARS AND LUMBER  
Always on Hand.  
L. MALLORY.  
Hongkong, 24th June, 1887. [1055]

CHS. J. GAUPP & CO.,  
CHRONOMETER, WATCH, AND CLOCK-MAKERS, JEWELLERS, SILVER-SMITHS, AND OPTICIANS.  
CHARTS AND BOOKS.  
NAUTICAL INSTRUMENTS.

Sole Agents for Louis Audemars' Watches; awarded the highest Prizes at every Exhibition; and for Volkmann and Sohn's CELEBRATED OPERA GLASSES, MARINE GLASSES and SPYGLASSES.  
No. 8, Queen's Road Central. [1913]

## Dr. Knorr's ANTIPYRINE.

IS the most approved and most efficacious remedy in cases of HEADACHE, MIGRAINE, NEURALGIA, RHEUMATISM, FEVER, TYPHUS, ERYSIPELAS, HOOPING-COUGH, and many other complaints. It is also the very best Antiseptic. Highly recommended by the medical Faculty. To be had from every reputed Chemist and Druggist. Ask for DR. KNORR'S ANTIPYRINE! Each Tin bears the inventor's signature, "Dr. KNORR" in red letters.  
Supplies constantly on hand at the China Export, Import, and Bank Co.—Sole Agents for China. Beware of spurious imitations!  
Hongkong, 25th May, 1890. [1222]

## NOTICE!

HONGKONG & WHAMPOA DOCK COMPANY, LIMITED.

SHIPMASTERS AND ENGINEERS are respectfully informed that, if upon their arrival in this Harbour some of the COMPANY'S FOREMEN should be at hand, ORDERS FOR REPAIRS, if sent to the HEAD OFFICE, No. 14, Praya Central, will receive prompt attention.

In the event of complaints being found necessary, communication with the Undersigned is requested, when immediate steps will be taken to rectify the cause of dissatisfaction.  
D. GILLIES,  
Secretary.  
Hongkong, 26th August, 1890. [15]

## TOURISTS.

ARE cordially invited to call and inspect our choice collection of Japanese and Chinese FINE ART CURIOS, which is unequalled in Japan.  
Every article guaranteed as represented. No trouble to show goods. One price only.  
DEAKIN BROS. & Co., Ltd.,  
16 Bund, Yokohama,  
next door to  
Fassett's Photographic Studio.  
[1277]

## NOTICE.

STATUTORY NOTICE TO CREDITORS.  
IN THE HIGH COURT OF SANDAKAN.  
IN ITS PROBATE JURISDICTION.

In the Will and Estate of CHARLES WALTER FLINT, of Sandakan, Deceased.

NOTICE is hereby given that all Creditors and other persons having any claims against the Estate of CHARLES WALTER FLINT, deceased, late of Sandakan, Merchant, Probate of whose Will has been granted by the High Court of Sandakan, to H. E. DUNLOP of Sandakan, Executor appointed by the Will of the said deceased, are hereby required to send in particulars of such claims to the said undersigned, on or before the Thirtieth day of October, 1891. And Notice is hereby given that after such date the said Executor will proceed to distribute the assets of the said deceased among the parties entitled thereto having regard only to the claims of which he shall then have had notice.

Dated this First day of November, 1890.  
P. F. J. MARCUS,  
Registrar.  
Receiver for the said Executor.  
High Court,  
Sandakan. [1196]

G. FALCONER & CO.,  
WATCH AND CHRONOMETER MANUFACTURERS AND JEWELLERS,  
NAUTICAL INSTRUMENTS, CHARTS AND BOOKS.  
No. 4, Queen's Road Central. [1913]

## Intimations.

THE TRUST AND LOAN COMPANY OF CHINA, JAPAN AND THE STRAITS, LIMITED.

NOTICE is hereby given that at a GENERAL MEETING of SHAREHOLDERS held in London on 12th February, 1891, it was decided to increase the Capital of the Company by £1,000,000 Sterling in 100,000 Shares of £10 each, to be issued at a premium of £1.5 per Share.

Shareholders whose names appear on the Register on 31st March, 1891, will be entitled to apply for and receive one New Share for every Original Share held.  
Applications for same must be sent in to this Office on or before 23rd March, 1891.  
£1.5 per Share only will be called up at present, plus the premium of £1.5 per Share payable thus:  
10/0 on application (including 5/0 premium),  
15/0 on allotment, 1st April, '91 (including 7/6 premium),  
25/0 on 30th June, 1891 (including 12/6 premium).

The TRANSFER BOOKS of the Company will be CLOSED from 10th to 19th March, 1891, both days inclusive.  
At the above-named General Meeting of Shareholders a Resolution was passed changing the name of the Company to  
"The Bank of China, Japan, and the Straits, Limited."

These alterations require to be confirmed at another Meeting of Shareholders to be held in London on the 2nd March next.  
DE WESTLEY LAYTON,  
Secretary.  
Hongkong, 13th February, 1891. [1282]

## NOTICE.

THOMAS KERR & CO.  
ENGINEERS, BOILER-MAKERS AND CONTRACTORS,  
YAU-MA-TI ENGINEERING WORKS, KOWLOON.  
OFFICE—No. 12, D'AGUIAR STREET.  
Hongkong, 25th August, 1890. [130]

## "FOR THE BLOOD IS THE LIFE!"

CLARKE'S

WORLD-FAMED

BLOOD MIXTURE

THE GREAT BLOOD PURIFIER AND RESTORER.

For cleansing and clearing the blood from all impurities. It cannot be too highly recommended.  
For Scrofula, Scurvy, Skin and Blood Diseases, Eczema, and Sores of all kinds, it is a never-failing and permanent cure.  
It Cures Old Sores.  
Cures Ulcerated Sores on the Neck.  
Cures Ulcerated Sore Legs.  
Cures Blackheads, or Pimples on the Face.  
Cures Scurvy Sores.  
Cures Cancerous Ulcers.  
Cures Blood and Skin Diseases.  
Cures Glandular Swellings.  
Clears the Blood from all impure matter.  
From whatever cause arising.  
Clarke's Blood Mixture is the only real Specific for Gout and Rheumatic pains, for it removes the cause from the blood and bones.

As this mixture is pleasant to the taste, and warranted free from anything injurious to the most delicate constitution of either sex, the Proprietors solicit sufferers to give it a trial to test its value.

THOUSANDS OF TESTIMONIALS.  
Clarke's Blood Mixture is sold in Bottles 2s. 9d. each, and in cases, containing six times the quantity, 11s.—sufficient to effect a permanent cure in the great majority of long-standing cases, by all Chemists and Patent Medicine Vendors throughout the world. Proprietors, the Lincoln and Midland Counties Drug Company, Lincoln, England. Trade Mark—"Blood Mixture."

CAUTION.  
Purchasers of Clarke's Blood Mixture should see that they get the genuine article. Worthless imitations are sometimes palmed off by unprincipled vendors. The words "Lincoln and Midland Counties Drug Company, Lincoln, England," are engraved on the Government Stamp, and "Clarke's World-famed Blood Mixture," blown in the Bottle, without which none are genuine.

Used during the last 14 years with the utmost success, as proved by numerous Testimonials from living authorities.  
Sold in cases of about 450 lbs. net, Price 8s. each per lb.  
For further particulars apply to  
SCHEELE & Co.,  
Sole Agents,  
No. 16, Stanley Street,  
Hongkong, 2nd December, 1890. [144]

## JUST ARRIVED, FOR SALE.

THE New Steam Winder and Examined Dial WATERBURY WATCH.  
SERIES J.—For Gentlemen, or large size.  
SERIES L.—For Ladies, or small size.  
Winders less than a dozen turns.  
Jewelled, Dust-proof, Keyless, with all the latest improvements.  
A perfect and unrivalled timekeeper; reliable, durable and accurate, and also  
SERIES E.—The "Good old favorite." The best form of the original Waterbury; offered at the reduced price of \$4.70 each.  
Orders from Out-ports to be accompanied by remittance for freight.

THE MITSUBI BUSSAN KAISHA,  
Sole Agents in Japan, China, Corea, Hongkong & Mexico.  
No. 10, QUEEN'S ROAD CENTRAL.  
Hongkong, 20th February, 1890. [1189]

## FOR SALE.

THE Schooner "MONTIARA,"  
Length ..... 75 feet.  
Beam ..... 12 feet.  
Depth of hold ..... 7 ft.  
Registered tonnage ..... 75 tons.  
(Owing to recent alterations the carrying capacity of the "Montiara" has been increased to about 120 tons, dead weight.)  
The "Montiara" was built in Singapore, and is most solidly constructed of teak throughout, with iron-wood frames. She has recently been thoroughly overhauled under experienced European superintendence; fastened throughout with 7 inch galvanised spikes, and newly re-coppered. She is lashed-rigged with the best canvas sails. Draft of water 7 feet.  
For further particulars apply to  
R. FRASER-SMITH,  
6, Pedder's Hill,  
Hongkong, 9th April, 1890. [133]

## NOW READY.

THE HONGKONG JOCKEY CLUB RACE-MEETING, 1890.  
A Full Descriptive Report, in pamphlet form.  
Orders may be sent to the following Agents:—  
Mr. W. Brown,  
Messrs. Kelly & Walsh, Ltd.,  
Messrs. Lane, Crawford & Co.,  
The Hongkong Trading Co., Ltd.,  
or to  
The "Hongkong Telegraph" Office,  
Pedder's Hill.  
Hongkong, 8th March, 1890.

Printed and Published by ROBERT FRASER-SMITH, at the "HONGKONG TELEGRAPH" Press, No. 10, Queen's Road Central, Hongkong.



THE Taoist Li Shu-fang has been appointed a Director of the China Railway Co. by Viceroy Li Hung-chang.

THE British surveying vessel *Egeria*, Comd. A. M. Field, left the harbour this morning (Feb. 12th) for Sandakan.

THE *Rising Sun* understands that H.M.S. *Flamingo* will be repaired at Nagasaki, and for that purpose will be taken into dock there as soon as it is disengaged.

WHOLESALE robbery on an extended scale by armed bands has been prevalent for some time past in the northern provinces of China. The authorities are urged to take severe measures to put a stop to this state of affairs, and make examples of all robbers captured.

THERE were no fewer than three thousand Celestial visitors to the City Hall Museum on the 11th inst. This is a third best record, the celebration of the Queen's Jubilee having on two separate occasions attracted over five thousand sight-seers to the official curio shop in Queen's Road.

THE *Chow Shing* says that a contract was entered into between the local Electric Light Company and the authorities in Tokio, that in the event of a fire being caused by the electric light and the Houses of Parliament were burnt down, the company should hand over to the Government the sum of yen 250,000. Very like a whale.

AT the Government House masquerade Mr. J. J. Francis, who we understand has not been "presented" at Home, wore a Court dress. Mr. G. Murray Bain, Editor of the *China Mail*, who is likewise a member of the Court circles, was seated in the 4th Marlborough House get-up. Now, who inspired that paragraph in the *Fifth Wrapper* three weeks ago?

THE Singapore *Strait Times* hears that eight policemen have been supplied for the maintenance of order at Raub, and that the work of extending the Selatong telegraph line to Raub has been begun. If all that doesn't "boom" the much-depreciated scrip of this vaunted *El Dorado*, we shall feel disposed to regard the enterprise as a hopeless case.

THE "skinner" of the *Yang Pak*, a passenger launch, was charged before Mr. R. Murray Rumsey, Harbour-master on the 12th inst. with carrying thirteen passengers in excess of his licensed number on the 11th. The defendant admitted the charge, but pleaded that owing to his Chinese crew he could not prevent passengers from climbing on his launch. A stiff fine of \$25 was imposed.

A GERMAN, described as Mr. Oscar Kleneschmidt, merchant, of Victoria Road, Queen's Road, was charged before Mr. W. J. Francis, at the Police Court on the 12th inst. with an offence against common decency. He admitted the charge and evaded himself by saying he was drunk. Five dollars. Cheap at the price. A Chinese would most likely have been sent to goal for a month without the option of a fine.

MR. J. F. M. Cock, superintendent of the Government Plantations at Perak, committed suicide on the 12th inst. by throwing himself overboard from a steamer he was voyaging in to India. The general verdict will doubtless be "suicide whilst in a state of temporary insanity," but we think the unfortunate man was so heavily handicapped with his name, that there was method in his madness.

AT the Club the other night—Eminent promoter of bogus companies, who is also desirous of shining in politics—That confounded paper is constantly hinting at me about me, and he threw down the *Hongkong Telegraph* as a well-aimed expression of extreme disgust. Good-natured friend in the same line of business—"Well, you know, he might even do worse than that!"—"What the devil do you mean?"—"Well, don't you see, he might let the cat out of the bag by telling the truth, and where would you be then?"

AT a general meeting of shareholders of the Yokohama Stock Exchange, held in January last, it was decided to abolish the institution, and Messrs. Hara, Moei, and others were elected as a committee to settle all business connected therewith, while the buildings will be sold by public auction. A project has been set on foot by the leading merchants of Yokohama to establish an institution for the regular sale and purchase of silk, and says the *Yokohama Herald*, the buildings will probably be used for that purpose. What about the embryonic Hongkong Exchange, which has been strangled in its infancy, or was it still-born?

FOR the past week that erratic, mythical individual popularly known as the Clerk of the Weather has cast a gloom over Hongkong and strictly forbidden old Sol to show himself for a single moment until this forenoon (Feb. 12th). The weather, in fact, has been dull and dreary in the extreme, and the thermometer has been very low as low as 42° Fahrenheit. Our superstitious friends of the Confucian order say that this exceptional cold is the forerunner of a great change in the affairs of this Colony for the better. As things can't well be much worse, the Celestial prophets will probably "score" this time.

THUS the *Hipo News*—Our shipping reporter has been accustomed for some years to board ships entering the port for the purpose of obtaining information respecting them. This he has done with merchant vessels and men-of-war of all nationalities, and has been invariably treated with civility. It remained for some of the officers of the *Volturno*, the Italian man-of-war which entered yesterday (January 31st) to behave with the boorishness of Whitechapel rowdies. Not only was the reporter pushed roughly off the gangway, but on entering his boat a bucket of water was thrown over him. We are sure that this piece of gross incivility has only to be brought to the notice of the commander to make its repetition impossible.

OUR new sporting reporter was sent out on the 12th inst. to try and interview a certain distinguished visitor regarding his impressions of the Fancy Dress Ball at Government House. He was a long time absent, and when he did return he "struck the 4 o'clock" when his conductor had been looking at the *hokushu* when it was redder than usual. The mission had proved a failure, the distinguished personage positively declined to be interviewed, but had politely accepted an offer to drink success to Journalism—at the expense of the office.

"What was the reason of his refusing to be interviewed?" asked the Editor. "Is he travelling incognito?"

The "Man in the Dick" silently pondered for a minute and then replied—"No, not that. I'm aware. I found him travelling down to the Race-course in Kennedy's new 'bus'."

THE *Rikku Yiju Shimbun* has been suspended by the Japanese authorities on the ground that its issue of the 4th instant was calculated to disturb the peace of the country.

TWO Stanley Aululs "left Singapore for Batavia on the 4th inst. They are all yearning to return to the good times in Hongkong; and dear old Stanley, who, notwithstanding his chivalrous admiration of Sir Billy-Billy Robinson's musical anecdotes, is a very good-hearted and well-meaning coxer, hopes to be able shortly to recruit his present company with some first-class talents, so that he can introduce to his Hongkong patrons a really first-class show. Stanley says Hongkong is the best place he ever visited during his long and varied career, and that the *Hongkong Telegraph* is the only newspaper worthy of the name published in the East. Good old Stanley!

WE learn on good authority that the report in the *Macao Liberator* the other day, stating that the chief of the gang of pirates who plundered the Douglas Co.'s steamer *Namoa* had been captured, is premature. A man implicated in the piracy was arrested at the Ladrone islands, which doubtless gave currency to the rumour, but he was not the leader of the gang. The so-called pirate chief is very well known in Macao, but so far he has succeeded in eluding the energetic vigilance of the Portuguese and Chinese authorities. The Hong Kong police, it would appear, have highly distinguished themselves by displaying that masterly inactivity which is their especial forte, unless when valuable so-called Chinese criminals are in request by the Cantonese Government, or innocent men have to be made martyrs to atone for official bungling.

MR. A. P. MacEwen, for many years a resident of this colony in connection with the old established firm of Houlday, Wise & Co., and one of the ablest and most independent of our unofficial members of the Legislative Council, informs us that he has established himself in business as a Chinese merchant at No. 41, Lombard Street, London, E.C. A Cantonese merchant of much experience will be associated in the business, and under Mr. MacEwen's supervision will have special charge of the import and export departments. We wish Mr. MacEwen every success in his new business. His departure from the Far East was a great loss to Hongkong; he was a thorough all-round sportsman, a leader in every public movement, a liberal supporter of our local institutions, and a man who possessed the courage of his opinions and was not afraid to act up to them.

IN the *Peking Gazette* of the 9th ult.—Li Hung-chang, in conjunction with the military Governor of Kiangsu, reports the death of an Admiral who laughed in his sleeve at the folly, or to a royal Duke whose only claim to distinction was the fact, over which he had no control, of his having been born to the purple, and make itself subservient to the high and mighty who condescendingly patronise and appreciate tuff-butlers of the most abject type. It will not, at least it is always slow to recognise the actions of ordinary and less favoured mortals who render services that are worthy of some substantial recognition. The Theatre Royal last night was only about half filled and there was a palpable lack of enthusiasm displayed throughout the entertainment, which consisted of a tragic opera, "Arlaxomineus ye Great," the well-known comic drama "Nan," and a mysterious melodrama entitled "Carrollina."

MR. Lightwood as *Arlaxomineus*, in the first edition of the show, was decidedly funny—the always is—and was ably supported by Mr. Frank Fletcher as *Fusida*, who succeeded in making a good deal out of very little. Miss L. Schlerka as *Staliffina*, a fair but fickle maiden, also did well and received a good deal of well-merited applause. Mr. G. Lammert looked every inch a "Commander-in-Chief" as *General Bombastis*, but unfortunately for effect the noble army of "braves" billed to appear in all their panoply of war-like glory, were conspicuous only by reason of their absence. It was no doubt too cold for them to campaign with safety in the City Hall.

IN "Nan" the Military Mummies had a good innings, and with the aid of Miss L. Schlerka, acquitted themselves as admirably as these painstaking followers of Thespis usually do. Sergeants Grostock and Tennant were very good indeed as *Tom Dibbles* and *Harry Collier* respectively, and both Bomb. Rylands as *Charley* and *Corpl. E. Crouch* as *Mr. Simpson* made more than could have reasonably been expected out of these minor parts.

"The Pleasant Peasant and the Dreadful Duke," which is the sub-title of Grossmith's absurdity, was chiefly noticeable for the amusing acting of Mr. Lightwood and Miss Schlerka, who created a good deal of legitimate amusement out of rather scanty materials for successful amateur manipulation. Mr. Fletcher, as *Staliffina*, one of the beld brigades, received a hearty encore for his performance of a sort of Italian jig which he introduced just when things were beginning to fall flat and the audience exhibited visible signs of desiring to go home to rest. Mr. Fletcher, an old hand on the boards of our local Alhambra, saw the danger just in time and, like Wellington at Waterloo, rose to the occasion. Fletcher's hybrid jig was a distinct advance on the general run of the histrionic act displayed, and it heartily joined in the demand for "the repeat" which was courteously acceded to. The other performers in the mysterious melodrama were *an fall* in their respective characters, but nevertheless seemed to keenly feel the inclement weather and the frosty audience.

Owing to some stupid blundering the front doors of the Theatre were left open, and the house was in consequence colder than Hongkong charity to the really deserving, which fact will probably tend more to the benefit of local melodians than to anyone else. "It is an ill wind," etc. Even I, a "Supernumerary Critic," specially retained at enormous expense to review the "show" with the eye that hath seen, and the listening ear that hath heard, and although warmly enveloped in an ironed suit of brass which covers me down with a severe cold, caught whilst faithfully "seeing it through," and that in my excuse for curtailing what would otherwise have been a lengthy and classically worded criticism of last night's amusing medley—tragic opera, comic drama, and mysterious melodrama. I intended, in fact, to demonstrate how much can be made, in a literary and critical sense, out of nothing. There was next to nothing in the bill of fare, still less on the stage or in the auditorium, worthy of notice and intelligent criticism, and so my opportunity of distinguishing myself as a Hongkong Clement Scott has been indefinitely postponed, if not totally lost.

AT the Police Court on the 12th inst., Mr. A. G. Witeon, the Bench, Cheung In, a ricksha coolie, was charged as follows:—

(a)—"Regina, on the complaint of Father Benetti, of the Roman Catholic Cathedral, charges the defendant with recklessly driving a vehicle, whereby the complainant sustained severe injuries to his thigh on the 10th inst."

(b)—"With playing a licensed vehicle, No. 91, for hire, and not being a licensed coolie, on the 10th and 12th instants."

The Reverend Father Benetti, of the Roman Catholic Cathedral, who doubtless has read about a Naxarene known as Jesus Christ being in hospital, the first charge against the hapless Chinese coolie was not proceeded with, the magistrate contenting himself with decreeing that the accused might be allowed his liberty if \$25 were put up as security for his appearance in the course of eight-and-forty hours. The second charge was then dealt with. The defendant admitted being without a license and was fined \$2, with the alternative of 10 days' hard labour. He went "laundie." There are great numbers of wealthy Chinese philanthropists in Hongkong who profess to take a fatherly interest in the welfare of their less fortunate fellow-countrymen. Here is a golden opportunity for them. Let them at once obtain the release of the coolie and induce Dr. Ho Kai to appear for him at the Magistrate when the attempt is made by a priest, a follower of saintly St. Peter, to make a good-bird of a man whose crime appears to have been either want of sufficient strength or skill to prevent his ricksha, with the pony, from being struck by the *hokushu* from taking charge and running away with him.

It is reported that the Japanese military authorities intend to increase the army to 100,000 men—the increase to be made during the next two years. This is in consequence of instructions issued by the Emperor to Count Oyama, Minister for War.

HUMPHREY'S Surprise Party has been doing wonderful business in India. The general Thomas writes from Bombay that he is afraid he will not be able to carry out his projected tour to the Far East this year. Strong inducements have been held out to him to "do" the Australasian colonies at the termination of his Indian season, which he will probably accept; but if so, he vows by all that is good and true to be in Hongkong not later than next summer.

MR. BIBBY, manager of the Raub mines, wired as follows on the 12th inst.:—"Total length of north level is now 225 feet. Have struck leader carrying good gold. Have driven intermediate level since last report 60 feet; no leaders. No 1 shaft western lode, total length of level is 35 feet. Have gone through 30 feet of leaders, barren white quartz. Tunnel to Battery have made good progress." All this would seem to indicate a prosperous time for the Raub Mining Co. in the near future, and yet the shares are a drug on the local market at about 75 cents.

## A MEDLEY AT THE THEATRE ROYAL.

(BY OUR SUPERNUMERARY CRITIC.)

The benefit performance tendered by our local amateur talent to Mr. Frank Fletcher at the Theatre Royal, City Hall, last night (12th inst.) proved anything but the great success it might have been and which the occasion merited. The benefactors, as stated in these columns last evening, is a good all-round man and, it is beyond doubt, that he has very considerably assisted in making the recent performances of "The Gondollers" as successful as they have been, and on that account, if for no other reason, I think he had a right to expect far more support from the members of the Choral Society and the play-going public than was vouchsafed. The Hongkong public is always willing to be amused (as cheaply as possible), but it is what is known as an uncerat quantity; and although it will at times roll up in scores and hundreds to bid farewell to an Admiral who laughed in his sleeve at the folly, or to a royal Duke whose only claim to distinction was the fact, over which he had no control, of his having been born to the purple, and make itself subservient to the high and mighty who condescendingly patronise and appreciate tuff-butlers of the most abject type, it will not, at least it is always slow to recognise the actions of ordinary and less favoured mortals who render services that are worthy of some substantial recognition. The Theatre Royal last night was only about half filled and there was a palpable lack of enthusiasm displayed throughout the entertainment, which consisted of a tragic opera, "Arlaxomineus ye Great," the well-known comic drama "Nan," and a mysterious melodrama entitled "Carrollina."

MR. Lightwood as *Arlaxomineus*, in the first edition of the show, was decidedly funny—the always is—and was ably supported by Mr. Frank Fletcher as *Fusida*, who succeeded in making a good deal out of very little. Miss L. Schlerka as *Staliffina*, a fair but fickle maiden, also did well and received a good deal of well-merited applause. Mr. G. Lammert looked every inch a "Commander-in-Chief" as *General Bombastis*, but unfortunately for effect the noble army of "braves" billed to appear in all their panoply of war-like glory, were conspicuous only by reason of their absence. It was no doubt too cold for them to campaign with safety in the City Hall.

IN "Nan" the Military Mummies had a good innings, and with the aid of Miss L. Schlerka, acquitted themselves as admirably as these painstaking followers of Thespis usually do. Sergeants Grostock and Tennant were very good indeed as *Tom Dibbles* and *Harry Collier* respectively, and both Bomb. Rylands as *Charley* and *Corpl. E. Crouch* as *Mr. Simpson* made more than could have reasonably been expected out of these minor parts.

"The Pleasant Peasant and the Dreadful Duke," which is the sub-title of Grossmith's absurdity, was chiefly noticeable for the amusing acting of Mr. Lightwood and Miss Schlerka, who created a good deal of legitimate amusement out of rather scanty materials for successful amateur manipulation. Mr. Fletcher, as *Staliffina*, one of the beld brigades, received a hearty encore for his performance of a sort of Italian jig which he introduced just when things were beginning to fall flat and the audience exhibited visible signs of desiring to go home to rest. Mr. Fletcher, an old hand on the boards of our local Alhambra, saw the danger just in time and, like Wellington at Waterloo, rose to the occasion. Fletcher's hybrid jig was a distinct advance on the general run of the histrionic act displayed, and it heartily joined in the demand for "the repeat" which was courteously acceded to. The other performers in the mysterious melodrama were *an fall* in their respective characters, but nevertheless seemed to keenly feel the inclement weather and the frosty audience.

Owing to some stupid blundering the front doors of the Theatre were left open, and the house was in consequence colder than Hongkong charity to the really deserving, which fact will probably tend more to the benefit of local melodians than to anyone else. "It is an ill wind," etc. Even I, a "Supernumerary Critic," specially retained at enormous expense to review the "show" with the eye that hath seen, and the listening ear that hath heard, and although warmly enveloped in an ironed suit of brass which covers me down with a severe cold, caught whilst faithfully "seeing it through," and that in my excuse for curtailing what would otherwise have been a lengthy and classically worded criticism of last night's amusing medley—tragic opera, comic drama, and mysterious melodrama. I intended, in fact, to demonstrate how much can be made, in a literary and critical sense, out of nothing. There was next to nothing in the bill of fare, still less on the stage or in the auditorium, worthy of notice and intelligent criticism, and so my opportunity of distinguishing myself as a Hongkong Clement Scott has been indefinitely postponed, if not totally lost.

## SUPREME COURT.

IN ORIGINAL JURISDICTION.

(Before Sir James Russell, Chief Justice, and a Special Jury.)

February 13th.

KWOK TOK v. THE ATTORNEY-GENERAL.

This was an action by the plaintiff to recover damages for the wrongful detention, on two occasions, of the steamer *Paig*.

Mr. E. Robinson, instructed by Messrs. Caldwell and Wilkinson, was for the plaintiff, and the Attorney-General (Mr. W. M. Goodman) appeared in person. Mr. J. J. Francis, Q.C., instructed by Messrs. Wotton and Deacon, watched the case on behalf of the Hongkong, Canton, and Macao Steamboat Company.

The special jurors were:—Messrs. S. W. Coxon, H. W. Dick, R. K. Leigh, G. Sharpe, A. Shelton Hooper, E. W. Mitchell and G. Stewart.

Mr. Robinson, in opening the case, said the plaintiff claimed damages against the government for the wrongful detention, on two occasions, of the steamer *Paig*. The pleadings were as follows:—

1. The claimant is a merchant carrying on business at No. 75, Praya Central, in Hongkong, and was during and has continued to be since November, 1888, until the present date, the sole owner of the British river steamer *Paig*, of the number 18355; regularly engaged on the river service between Hongkong and any ports in the Canton river or Macao, licensed to carry 530 passengers and of 2,000 piculs or 257 tons burden or thereabouts.

2. On or about the 27th day of November, 1888, the said steamer *Paig* was in every respect fit and properly found for the aforesaid service until November 18th, 1889, and had fulfilled all the requirements of the law, and in particular the provisions of Section V. of Ordinance 8 of 1879. Nevertheless his Excellency the Governor of Hongkong wrongfully delayed granting the special passenger licence applied for by the claimant for the said steamer under the provisions of Ordinance 8 of 1879, and thereby prevented the said steamer from carrying passengers for 7 days, from November 27th to December 3rd, 1888, both days inclusive, to the loss and damage of the claimant, particulars of which have been furnished to the defendant.

3. Thereafter, to wit on or about January 30th, 1889, whilst the said steamer *Paig* was regularly engaged in the aforesaid river service and was in every respect fit and well found for the said service and not unsafe within the meaning of Section IX. of Ordinance 8 of 1879, and furnished with all declarations, certificates and licences required by law, his Excellency the Governor wrongfully issued a provisional order for the detention of the *Paig* under the Sub-section 1 (a) of Section IX. of Ordinance 8 of 1879, and under Sub-section 1 (c) of Section IX. of the said Ordinance referred the matter and case of the said steamer *Paig* to the Court of Survey. In consequence of the said order and reference the said steamer *Paig* was detained in Hongkong for 14 days, namely from February 5th to February 19th, 1889, both days inclusive, to the loss and damage of the claimant, particulars of which have been furnished to the defendant.

4. The said Court of Survey held an enquiry and survey of the steamer *Paig* and by its judgment delivered on the 16th day of February, 1889, unconditionally released the *Paig* and found in respect thereto as follows:—

1. And whereas it appears that there was no reasonable and probable cause by reason of the condition of the ship for the provisional detention of the ship: We find under Sub-section 2 of Section IX. of Ordinance 8 of 1879 that the Governor is liable to pay the owners of the ship his costs of and incidental to the detention and survey of the ship, and also compensation for loss or damage sustained by him by reason of the Detention or Survey.

His Excellency the Governor has paid to the claimant his costs of and incidental to the said Detention and Survey of the said *Paig*; but although the same have been paid, the claimant claims compensation for the loss and damage sustained by him by reason of the said Detention and Survey.

The claimant therefore prays a decree that his Excellency the Governor should pay him:—

1. For compensation in respect of the wrong complained of in paragraph 3 hereof, \$1,176.

2. For compensation in respect of the wrong complained of in paragraph 3 hereof, \$7,25.

3. His costs of this suit. Such other and further relief as the Court may seem meet.

The Answer is as follows:—

1. The defendant admits the allegations of the first paragraph of the petition.

2. As regards the second paragraph of the petition the defendant denies that his Excellency the Governor of Hongkong wrongfully delayed granting any special passenger licence to the claimant. In Council he granted a passenger certificate on the Fourth day of December, 1888, and without any unreasonable or wrongful delay, 1888, the *Paig* was in every respect fit and properly found for the River Service and had fulfilled all the other requirements of the law, which however is not admitted, she had not until the Fourth day of December, 1888, satisfied the Governor, within the meaning of Sub-section V. of Ordinance 8 of 1879, that the provisions of the said Section V. had been complied with. As soon as the Governor was so satisfied he caused the certificate in duplicate, mentioned in Sub-section 1 of Section V. of the said Ordinance, to be prepared and issued. The defendant denies that the claimant has sustained any loss or damage through any wrongful delay on the part of the Governor or otherwise.

3. As regards the third paragraph of the petition the defendant admits that under Sub-section (a) of Section IX. of Ordinance 8 of 1879 the Governor having reason to believe on complaint, that the *Paig* was unsafe, did on the 3rd day of February, 1889, provisionally order the detention of the said ship for the purpose of being surveyed, and did under Sub-section (f) of the said section refer the matter to the Court of Survey. The defendant denies that either the issue of such order of detention or the reference was wrongful. The defendant denies that the *Paig* was, in consequence, detained in Hongkong 14 days or at all, and the defendant denies that the claimant has sustained any loss or damage in consequence of any detention or otherwise.

4. The defendant admits the allegations of paragraph four of the petition.

5. As regards the fifth paragraph of the petition the defendant admits that his Excellency the Governor has paid the costs as alleged, but denies that any loss or damage has been sustained by the claimant by reason of any detention or survey, and denies that any compensation is due to the claimant therefor, and requires the claimant to prove the same.

Dated the 18th day of June, 1890.

(Sd.) W. M. GOODMAN,

Attorney-General.

Continuing, he said the only question that would appear was the amount of damages the Governor ought to pay and he required the plaintiff to prove his case. But the Court of Survey found there was no reasonable and probable cause for detaining the *Paig*, but the Governor said that the effect of the Court of Survey was null and void, because he has thought to go back on it. The question was whether there was reasonable and probable cause for the steamer to be detained at all. He (Mr. Robinson) maintained there was none at all and it was for the Attorney-General to show there was reasonable and probable cause. In the petition there were two distinct claims: first, for \$1,176 damages for the wrongful withholding of the passenger certificate for seven days. With that claim the plaintiff was entitled to carry 530 passengers and without it only twelve, and they claimed for the loss calculated on the amount of passengers they might have carried. The Governor acted in error in consequence of complaints laid by Mr. Arnold and Messrs. Butterfield & Swire, and plaintiffs' steamer was detained. It was an error of judgment on the part of the Governor and he must take the consequences and pay the damages. He maintained that the steamer was properly found and everything was properly declared as required by Section 5, that the claimant if the Governor was not satisfied that the requirements of Section 5 were not complied with, then he had the power to detain the steamer. Withholding the special passenger licence prevented the steamer carrying passengers. If the Governor had grounds he was justified in withholding it, but he (Mr. Robinson) could not conceive how he had such grounds, but they readily saw how the Governor was deceived by the complaint of Mr. Arnold and Messrs. Butterfield and Swire that she was absolutely unfit to go to sea with a crew fit alone passengers and would sink. They had no right to think that the Marine Surveyor's word should be doubted at all, and during the time the vessel was waiting nothing was done. She was allowed to go to sea and subsequently she was reported as being unseaworthy, and yet they allowed her to go to sea with a crew. In the second part there was a claim for \$7,252 for the wrongful detention of the *Paig*, from Feb. 5th to Feb. 19th inclusive, or fourteen days, during that time the Governor prevented them from taking cargo or passengers, which was going a survey. The Court sat and was composed of Commander Rumsey, Harbour-master, Mr. Laird, engineer, *Victor Emanuel*, Mr. James, constructor of machinery, Naval Yard, and Mr. Todd. They saw the reports of Messrs. Burnie and Anderson and then they examined and searched all over the ship and they found as their opinion that she was safe and ordered her to be unconditionally released. Mr. Wagner, the Acting Marine Surveyor, under whose responsibility the passenger licence was granted, refused to give evidence before the Court as he was a Government servant and the plaintiff had no power to compel him, and as the Court did not call him they had not the benefit of his opinion, and unfortunately since that he had died. Mr. Laird had gone home, as also Mr. James. Mr. Todd had arrived in port during the last few days and was now in Court and would give evidence, together with Comd. Rumsey and the captain and chief engineer of the *Paig*. The question of damages, the jury would arrive at by considering how many days—

The Attorney-General—That might be left to the Registrar.

His lordship concurred and Mr. Robinson continuing, said that would possibly be the best way. He then gave an outline of the career of the steamer *Paig*, and said the *Paig* was formerly in the Philippines trade. She belonged to the Spanish Government. She was laid up here at Yau-ma-ti for about a year and was put up for auction. The plaintiff bought her in 1885, and during that year \$25,000 were expended upon her. In 1887 she underwent her annual survey when \$1,000 were spent upon her, and in 1888 they arrived at the time where the trouble began. In November of that year Kwong Hep Loong, an engineer, fitted a new boiler into her and made other repairs amounting to \$10,000. There was also a sum of \$4,400 for carpenter work and a further sum of \$1,400 was paid to the Hongkong and Whampoa Dock Company. The owner wanted to run the ship in an economical way and did not want to have her insured. *Bona fides* were all shown by the fact of spending over \$14,000 upon her although that fact was, and had been, made the greatest use of against his client. Messrs. Anderson and Burnie paid visits to the steamer, they being insurance agents, but they were informed that their suggestions were not required. The Government Marine Surveyor looked over the steamer for the Government and the plaintiff was willing to take all risks of the steamer himself. She was in Aberdeen Docks early in November to about the 18th of that month, and whilst there they paid a visit to her, and on the 22nd November the complaint was sent in. On that date the report came into the hands of the shipping companies, the ship was still in dock, and those companies were the plaintiff's rivals. That fact bore on both parts of the case, for either the Govt. Marine Surveyor had full knowledge of the complaints or he had not. And the thing he might mention was that of other witnesses he might have called two were unfortunately absent, the one, a foreman of the dock, being dead, and the other in Japan. He then read the letter of complaint sent by the shipping companies on the 22nd November to the Colonial Secretary. The letter was signed by T. Arnold, Secretary for the Shipping Companies, and was certified by Commander Rumsey. The immediate result was that on the 26th November, the steamer was detained, and the Governor detained and did not give the certificate until the 5th of December. A letter was sent to the shipping companies by the Colonial Secretary wherein it was stated that the Governor, having been informed by the Government Marine Surveyor that his report was satisfactory, had no right to withhold the passenger certificate. They claimed for that withholding, because the report of the Government Marine Surveyor was made on the very point in question. Governor read the report of Messrs. Anderson and Burnie, which were dated the 21st November, and also referred to the steamer having been ashore on the island of Tung-chow in a fog and remaining there for some time, and although his plates were damaged, she eventually arrived in Hongkong, owing her safety to the collision bulkhead, about which Messrs. Anderson and Burnie had said so much. *Argumente ad ad*

Yok Koo, the plaintiff, said: "I am the owner of the *Paig*." I bought her at auction at Yau-ma-ti in November or December of 1885. "She is a small ship, under two tons." After I purchased Messrs. Anderson and Burnie, and I considered that very satisfactory. "The plaintiff under the engine room was 'alleged' to be 'driven' in, and an examination was found the plating was indented, but in 'so' way to hinder the seaworthiness of the ship." We cut a number of holes in the cement and found the plates in good condition. "The fuel plates and guard-boards were examined and found in good condition. They were not badly corroded and reduced by rust of their original thickness." We found the thickness of the plates was 1/2 inch in thickness. We carefully examined the frames and reverse plates, and found the Court informed to go to the Harbour-master's office. The ship sailed on the 27th November without the certificate and I was allowed to carry only twelve passengers. I pressed my solicitors to apply for it. It was granted on the 4th of December. The ship continued to run up till the 5th February, 1889.

Cross-examination—have receipts showing what I paid in the years 1886, 1887, 1888. I understand the difference between an ordinary certificate and a special certificate for passengers. In point of fact I did apply for the special passenger certificate on the 27th Nov., through my solicitors. I first got the special passenger licence in 1886, but it had to be renewed every year.

His lordship—He evidently does not understand the question.

Cross-examination continued.—On the 5th January the ship stopped running owing to a letter received from the Harbour Office the day before. It was owing to the receipt of that letter that the ship was stopped fourteen days. Between the dates the 4th December and the 5th of February, when she was provisionally detained by the Government, she had no repairs made to her. Her vessel went into dock by request of the Harbour Master who wrote an order to that effect. "She went into dock on the 28th of January, 1890 (Laughter). He bought the *Paig* at auction for \$4,200.

By a Juror—I offered the *Paig* for insurance in the On Tai office, on one occasion, but as the rules appeared to me to be unnecessarily stringent I gave up the idea of effecting insurance. My vessel was examined by Capt. Burnie some years ago.

By the Attorney-General—Captain Burnie examined my ship some time ago and he did, I believe, make the report produced to the Governor. There were some repairs done to my ship on the 30th of November, I have the receipt for the \$26,000 paid to the Dock Company. There were some repairs to the ship, between the 27th November and 5th December, 1888.

Re-examined.—The Captain knows better than I do as to when the *Paig* was docked and repaired—I only know about it by reference to my account books. When I bought the *Paig*, she had been lying over at Yau-ma-ti for about a year. There were very few people at the auction. The *Paig* used to be the property of the Spanish Government.

Commander R. Murray Rumsey, R.N., Harbour Master, said—I know the steamer *Paig*. I remember her passenger certificate was not applied for in September, 1888. A passenger certificate is granted if a ship goes through certain surveys. A passenger certificate of the kind I refer to is granted under sub-section 1 of section 5 of the Merchant Shipping Ordinance. The *Paig*'s passenger certificate was forwarded to the Governor for approval on the 26th of November, it came back to me on the 3rd of December and I issued it to the owners of the *Paig* on the 4th of December, 1888. I received instructions to hold a Court of Survey and did so. The Court was composed of Messrs. James, Laird and Todd, of the Naval Construction Department, the *Victor Emanuel* and *Batavia*, respectively. The Members of the Court of Survey sat with the Crown Solicitor. The certificate of the *Paig* was granted upon the declaration of Mr. Wagner, Marine Surveyor. The Court first sat on the 5th February, 1889. The *Paig* was ordered into dock on the 8th and reported "ready for survey" on the 11th. The Court went on board on the 11th and again on the 13th December. On the 8th the members of the Court were dressed in canvas suits and thoroughly inspected the bottom of the ship for how to get the *Paig* out of the dock. It was occupied in the investigation, which was of a very thorough nature. The Court specially investigated the parts of the ship on which comments had been made by those who reported on her adversely to the Government. On the 9th instant I and the other members of the Court of Survey met in the Harbour Office and jointly drew up the document (report) now produced.

The Attorney-General objected to the report being handed in, but after consideration waived the objection.

Continuing the witness said—From what I saw of the ship on the 9th, 10th, 11th, and 12th, I saw how to get the *Paig* out of the dock. It was occupied in the investigation, which was of a very thorough nature. The Court specially investigated the parts of the ship on which comments had been made by those who reported on her adversely to the Government. On the 9th instant I and the other members of the Court of Survey met in the Harbour Office and jointly drew up the document (report) now produced.

The Attorney-General objected to the report being handed in, but after consideration waived the objection.

Continuing the witness said—From what I saw of the ship on the 9th, 10th, 11th, and 12th, I saw how to get the *Paig* out of the dock. It was occupied in the investigation, which was of a very thorough nature. The Court specially investigated the parts of the ship on which comments had been made by those who reported on her adversely to the Government. On the 9th instant I and the other members of the Court of Survey met in the Harbour Office and jointly drew up the document (report) now produced.

The Attorney-General objected to the report being handed in, but after consideration waived the objection.

Continuing the witness said—From what I saw of the ship on the 9th, 10th, 11th, and 12th, I saw how to get the *Paig* out of the dock. It was occupied in the investigation, which was of a very thorough nature. The Court specially investigated the parts of the ship on which comments had been made by those who reported on her adversely to the Government. On the 9th instant I and the other members of the Court of Survey met in the Harbour Office and jointly drew up the document (report) now produced.







